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Therefore, I Claim:

1. A multichambered boat hull having a central lower portion and a lateral portion comprising:

5 a central outer contact surface sloping upwardly in the lateral direction and has a laterally inwardly and in a laterally outward portion,

10 a perimeter contact surface that slopes downwardly in the lateral direction and is in contact with the laterally outward portion of the central outer contact surface,

15 whereas the central outer contact surface is adapted to direct water in a lateral and upward direction to the perimeter contact surface and the perimeter contact surface is adapted to redirect the water laterally and downwardly to provide lift upon the multichambered boat hull.

2. The multichambered boat hull as recited in claim 1 further comprising:

 where the perimeter contact surface has an opposing surface that partially defines a flotation chamber.

- 20 3. The multichambered boat hull as recited in claim 2 further comprising:

 the flotation chambers are located in the perimeter portion of the multichambered boat.

- 25 4. The multichambered boat hull as recited in claimed 3 further comprising:

 the flotation chambers are pressurized to at least five p.s.i. to provide wall stability for the chambers.

5. A multichambered boat having a central portion and a lateral portion where located in the lateral portion is a flotation chamber that has an upper portion and a laterally inward portion, a fuel storage tank located in the central portion of the multichambered boat:

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a fuel input line having an intake nozzle, a central line and an outtake nozzle where the intake nozzle is located in the upper portion of the said flotation chamber and the central line passes therethrough the flotation chamber, the outtake nozzle is located on the laterally inward portion of the flotation chamber,

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a second line in communication with the outtake nozzle of the fuel input line and further in communication with the fuel storage tank.

- 15 6. The apparatus as recited in claim 5 further comprising:

where the fuel input line is housed within one of the central chambers of the multichambered boat.

7. A method of constructing a multichambered boat the method comprising:

20 positioning a plurality of stationary platforms that each have placement holders attached thereon which are adapted to hold multi-creased wall sections in a preassembled arrangement,

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positioning multi-creased wall sections in the placement holders in a preassembled arrangement,

placing a baffle between a first multi-creased wall section and welding the baffle to the perimeter edge of the multi-creased wall sections,

placing a second multi-creased wall section adjacent to the first multi-creased wall section so the perimeter edge of the second creased wall section is in a positioned alignment with the perimeter edge of the first creased wall section,

- 5 whereas the preassembled arrangement of the multi-creased wall sections is upside-down than the final operational position of the multichambered boat.